

Attorney Docket No. VRBA.P007.B

Please replace any previous claims with the following claims:

1-11. (Cancelled)

12. (Amended) A traffic control system for use in reducing traffic congestion including: a plurality of non-negative acceleration limitation control units, each of said plurality of control units including a reception unit and a transmission unit, wherein a plurality of said reception units may be controlled by one of said transmission units; each of said plurality of reception units operatively coupled with a vehicle's acceleration system; wherein at least a portion of said non-negative acceleration control units are activated when a speed detection device detects that a vehicle has reached a low threshold speed, wherein said reception units are activated by a transmitter at an entrance to a traffic congestion reduction zone

wherein said acceleration of a first vehicle controlled by a first of said non-negative acceleration limitation control units is always less than a second vehicle being controlled by a second of said non-negative acceleration limitation control units, when said transmitter is active.

13. (Original) A device for assisting the control of traffic congestion including: a non-negative acceleration governor operatively coupled to a vehicle acceleration capability, wherein said non-negative acceleration governor cannot limit the positive acceleration of said vehicle unless the speed of a vehicle reaches a low threshold; and an activation device coupled to said non-negative acceleration governor, wherein said non-negative acceleration governor is activated only by said activation device .

14. (Original) The device as recited in claim 13 further comprising a distance detection device in said activation unit, said distance detection device being for detecting a distance between two vehicles.

15. (Original) The device as recited in claim 14, where said activation unit activates said non-negative acceleration unit when a threshold distance is detected.

16. (Original) The device as recited in claim 13, wherein said low threshold speed is

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zero.

17. (Original) The device as recited in claim 13, further including a receiver operatively coupled to said activation device.

18. (Original) The device as recited in claim 17, wherein said receiver is configured to receive EMF signals corresponding to a non-negative acceleration limit, said activation device translating said EMF signals and providing them to said non-negative acceleration governor.

19. (Amended) A method for reducing traffic congestion including the acts of: placing an acceleration limiting reception device in each of a plurality of vehicles; activating at least one of said plurality of non-negative acceleration limiting reception devices in a congestion reduction zone; and transmitting instructions to at least one of said plurality of acceleration limiting reception devices in at least one vehicle located in said congestion reduction zone, wherein said transmitted instructions cause the non-negative acceleration of a first vehicle to be limited to less than that of a second vehicle that is physically located in front of said first vehicle.

20. (Original) The traffic congestion reduction method as recited in claim 19, wherein said activation takes place when a traffic event is detected.

21. (Original) The traffic congestion reduction method as recited in claim 19, further including the step of deactivating said at least one of said plurality of acceleration limiting device.

22. (Original) The traffic congestion reduction method as recited in claim 19, wherein said transmitter is located at the base on an on-ramp, such that a vehicle may not enter a highway until instructions are transmitted to said acceleration limited reception device.

23. (Amended) A method for controlling the flow of traffic in a highway merge area including the acts of: placing an acceleration limiting reception device in each of a

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plurality of vehicles; activating at least one of said plurality acceleration limiting reception devices in a merge congestion zone, wherein said merge congestion zone includes at least a stretch of an on-ramp and a portion of a travel lane prior to its connection to said merge; and transmitting instructions to at least one of said plurality of acceleration limiting reception devices in at least one vehicle in said travel lane and one merging vehicle located in said stretch of on-ramp, located in said merge congestion zone; transmitting instructions to at least one of said plurality of acceleration limiting reception devices in at least one vehicle and said one merging vehicle located in said merge congestion zone, wherein said transmitted instructions cause the non-negative acceleration of of said merging vehicle to be limited to less than that of said vehicle in said travel lane.